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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY Poland

50X1-HUM

SUBJECT J Stalin Steel Works in Labedy: Location/Background/  
Steel Mill/Mechanical Department/Equipment/Security  
Measures/Parts Supplied by Other Factories

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1. "The following information on the J Stalin steel works in Labedy dates up through the beginning of August 1953:

LOCATION

2. "The J Stalin steel works are located north-west of Gliwice (German: Gleiwitz) between the settlement of Labedy and the workers' colony of Czervionka (German: Rotfeld). The plant is on the edge of the Kłodnicki canal (German: Adolf Hitler Kanal).  
Background
3. "During World War II, this plant was greatly expanded. At that time, a mechanical department was added to the steel works, where casings for mines and heavy artillery guns, as well as bombs, were manufactured. During that period, this department was equipped with over 500 grinding machines.
4. "The plant was only slightly damaged during the war but after the Soviet units had occupied the area, almost the entire plant was dismantled and a good part of the buildings blown up into the air.
5. "After the Polish administration took over, the plant underwent partial reconstruction in order that it could manufacture hardware for the consumer trade such as metal beds, prams for children, etc. In 1950, the complete remodelling of the plant was started for the purpose of transforming it into solely a military production plant. The enterprise was given the name of 'J Stalin'. The mechanical department was equipped with entirely new machinery and the steel-production department was supplied with some Martins ovens [Siemens-Martin Process?]

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Main Divisions of Plant

6. "The plant is divided into two main parts:

a. Steel Mill: This section consists of 12 furnaces (of the Martins type), a number of electric ovens for hardening the steel and for the production of various kinds of steel; a rolling-plant (of the Robertson type), a foundry, and a modern rolling-plant for producing railway rails which was only established in 1953. This part of the plant occupies the southern end of the factory area. A huge scrap dump is located in this part right on the bank of the Klodnicki Canal.

With the exception of the section which produces various kinds of steel, the steel mill department mainly serves as an auxiliary plant for the Mechanical Department, which Department is now considered as having the most vital function of the entire enterprise.

b. Mechanical Department (Polish term: Zaklad Mechaniczny): Since 1952, the mounting of Soviet-model tanks (T-34) has been performed in this Department. During the first period of operation, nearly all the parts to be mounted were imported. Now, quite a number of parts, except for motors and armament, are produced within the two main departments of the J. Stalin plant.

The various sections of the Mechanical Department are housed in the following buildings:

- 1) On the left side of the main entrance gate is a barracks occupied by the secretary of the plant Communist cell. Also situated in this barracks are the plant trade union branch and an Industrial Police detachment. [See No. 1 on the layout plan of the steel works] 50X1-HUM
- 2) On the right side of the main entrance is a seven-story building (wielowiec) where the management and administration offices are located. [See No. 2 on the layout plan].
- 3) Close behind the management building is where the KGW guard unit has its offices. [See No. 3 on the layout plan].
- 4) On proceeding farther into the Mechanical Department area, there is on the right side of the thoroughfare a large work-hall for mounting. [See No. 4 on the layout plan]. In this work-hall, which was completely rebuilt and equipped with machinery after 1951, the mounting of T-34 tanks is performed. Since last month [July 1953], mounting of motorized armored vehicles for artillery and 'Stalin-organs' [sic] has also been performed here.

The machinery in this section is partly of the German type [redacted] and partly of Polish make (produced at the Poreba machine-construction plant). 50X1-HUM  
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- 5) Behind this structure [No. 4], a new work-hall has been added. [See No. 5 on the layout plan]. In comparison to the other buildings in the factory yard, this new one is approximately 10 meters high and built in an extremely modern style, with nearly all the walls being of glass. [redacted] the layout plan of the steel works is not absolutely accurate. When drawing up the plan, it was impossible to check the proportions. Therefore, the distances between the buildings, the sizes of the buildings, etc., should not be taken as 100% exact. No plans of this factory are in existence except for the original blueprints prepared during its construction period. 50X1-HUM

Machinery has already been installed in this work-hall.

- 6-7) On the western side of the thoroughfare, another part of the Mechanical Department is now under organization. Between the northern and southern ends

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of the yard, there is a special crane ('surnice' type) for the unloading of pre-manufactured parts which arrive on the railway siding [No. 6 on the layout plan] to be mounted at the factory. Close to this installation, building ruins can be observed in their shambled condition [see No. 7].

8-9) Farther south a new large modern work-hall is now under construction [see No. 8]. Still farther to the south, a smaller hall is being rebuilt and enlarged. One wing of this smaller hall is already occupied by a mechanical workshop, while the other wing is still under construction [see No. 9].

10-11-12) Quite near these buildings [Nos. 8 & 9] are three other buildings [see Nos. 10, 11 & 12]. In one building [No. 10] is the section for steel-hardening. In the other two buildings [Nos. 11 & 12] is the welding section.

13-14) The waste piles are dumped in the northern and western parts of the factory yard. Close to the railway siding and in the western part of the yard is a warehouse for semi-finished products which need further processing [see No. 13]. This warehouse is provided with a ramp. Close to this warehouse is the factory's laboratory building [see No. 14].

7. "In the far southern part of the entire enterprise is the steel plant itself. This section starts with a group of new furnaces (of the Martins-type). [see No. 15 on the layout plan]. There are six furnaces in this group and they are the largest models in existence in Poland at the present time. Eighty tons of steel can be accommodated in one of these ovens at one time.

#### Security Measures

8. "The entire enterprise is surrounded by a stone wall with observation towers established at various points. The searchlights from these towers illuminate the whole factory area. The plant is not only guarded by the Industrial Police (which type of protection is now customary in Poland) but also by a special KBW detachment. Each employee is checked not only on entering the factory grounds but also when circulating between the various buildings within the factory compound. All employees and workers must always carry a special permission card indicating the specific department in which they are employed. To move between the various sections or Departments requires a special permission card stamped and approved by the KBW office.
9. "In addition to the enlargement of the enterprise itself, the northern part of the Labedy Forest (Labender Forst) located east of the plant has been taken over by the steel works for the installation of a specially camouflaged tank 'warehouse'. Up to now [July 1953], the tanks, after leaving the factory, were taken along the highway to the railway station in Gliwice where they were loaded on to trains. Now a new road is under construction which will connect the plant with the 'tank warehouse' in the forest. This new road will detour the inhabited area, thus enabling a more discreet transportation of finished tanks.

10. "The part of the forest right behind the Gliwice public swimming-pool (called Ksielisko Lesne) has already been declared 'off limits' for the public. It is said that this popular sports-center in Gliwice will also be closed in the near future.

#### Parts Supplied by Other Factories

11. "Among the main factories which supply parts for the J Stalin steel works is the Bierut steel plant in Czestochowa. This factory supplies tank plates (with special profiles). Another source of supply is the Tomil rubber plant in Poznan, which produces the rubber balls needed on the wheels of tanks. There is also a steel mill in Silesia which makes the caterpillars for tanks.

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12. [redacted] the motors for the T-34 tank are still being imported from the USSR. Some especially delicate parts are also imported from the USSR.
13. "Pig iron is supplied mostly by the Bobrek steel mill."

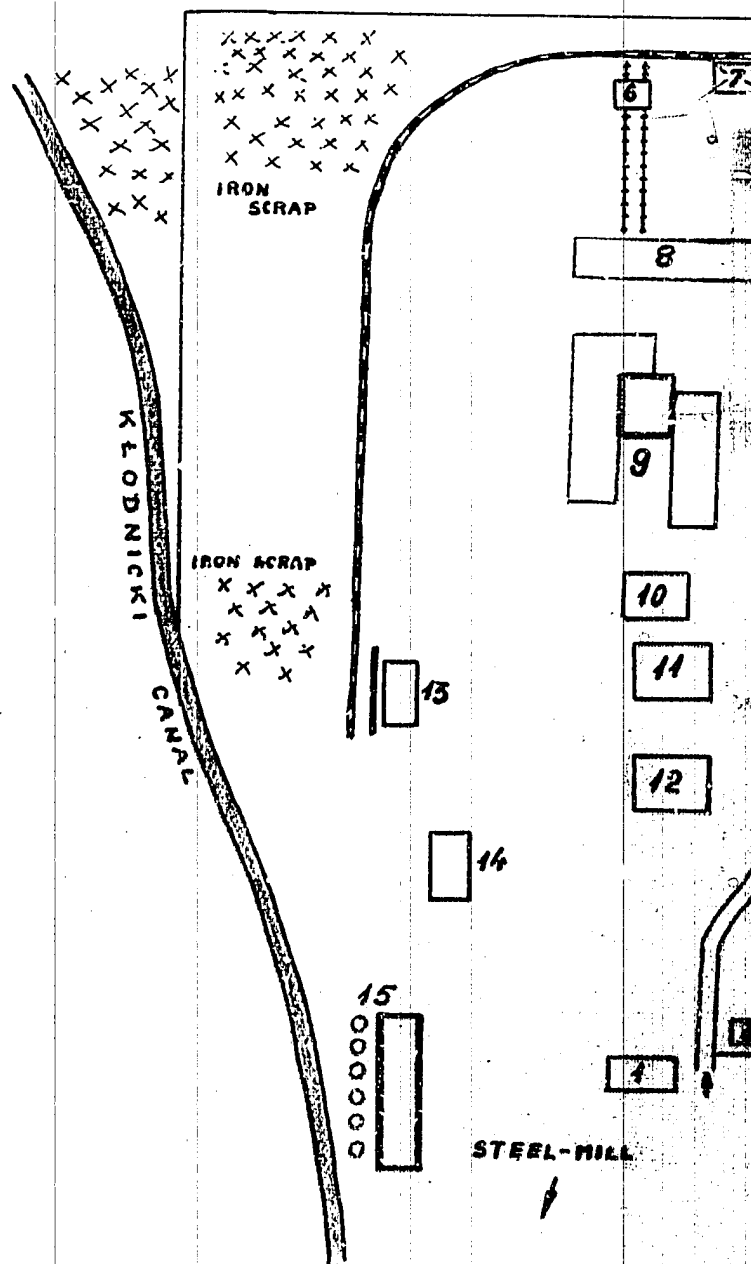
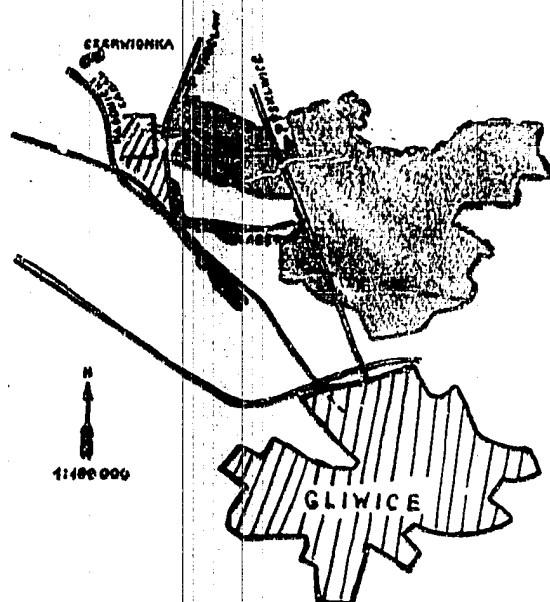
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**STEEL-MILL AND MECHANICAL DPT.**  
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